

# LIGHT RAILWAY NEWS

News of Australian Preserved and Industrial Railways

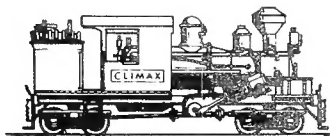
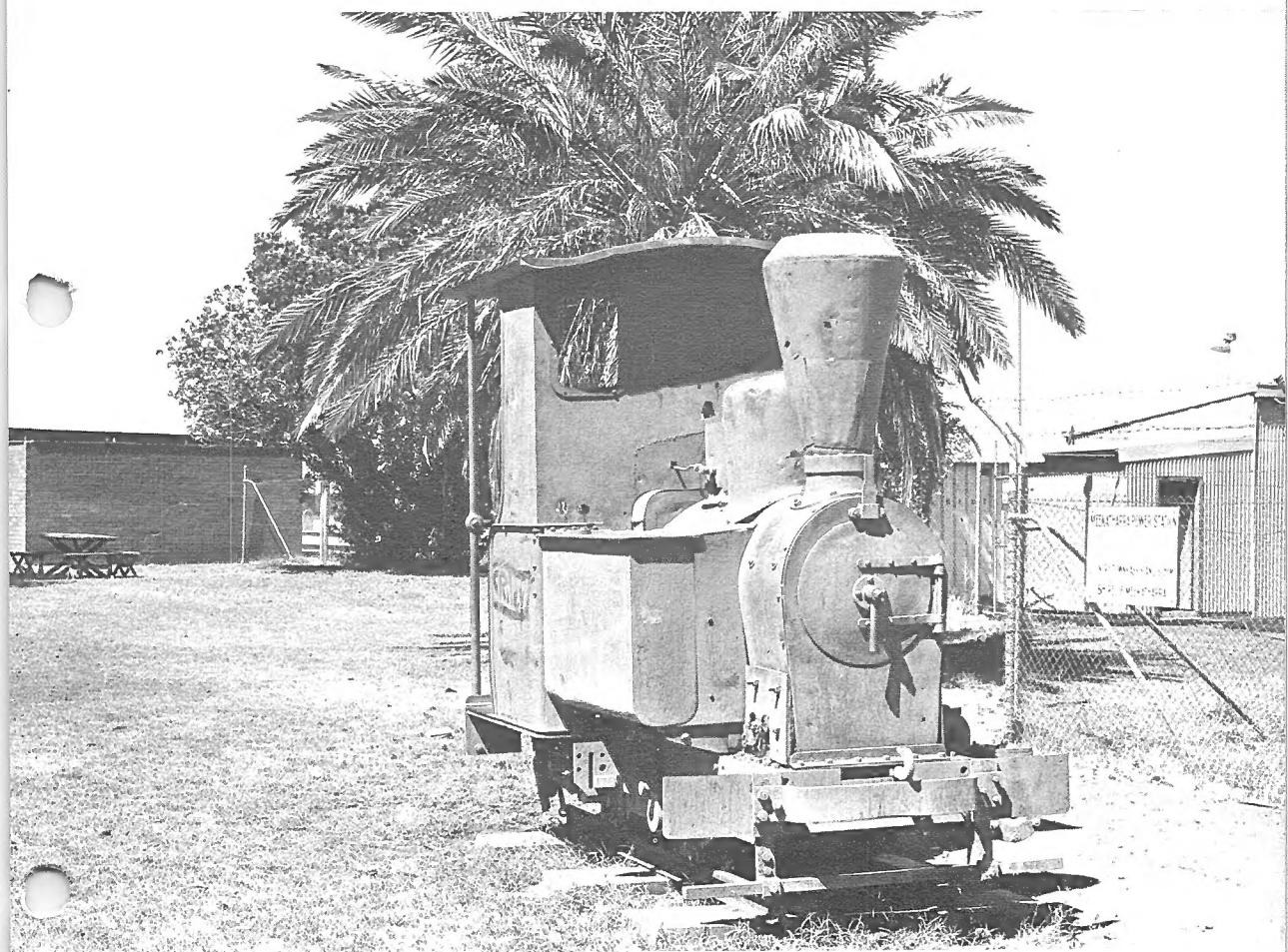
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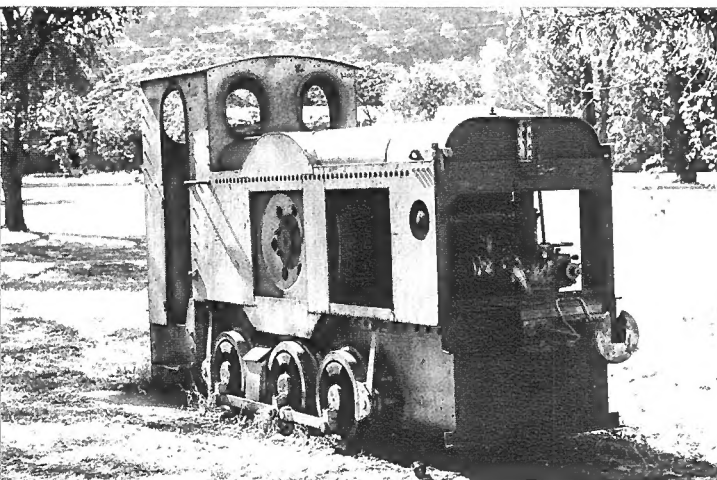
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FRONT COVER, AND LEFT:

2 ft gauge Haine St. Pierre B/No. 461 of 1894 ex Peak Hill Gold Mine, at Meekatharra, WA, 1979. (See p.14).

Photo: P. Bindon



'Kaiser', 3 ft 6 in gauge 'New Century' petrol loco of 1912, preserved at Kununurra WA, 1979. This loco was first used at Broome, and subsequently at Wyndham. (see p.14)

Photo: P. Bindon

BELOW: 'Kiama' and 'Cairns' head a double-headed train on the Illawarra Light Railway Museum Society's railway, into Yallah station on the first day of operation of this section, 27 January 1980.

Photo: D. J. Mewes



EDITORIAL

In the August 1979 edition of LRN we stated that it was the intention to make LRN Australia's national railway preservation magazine. Ten preservation societies approached by us about this concept were enthusiastic about the need for such a magazine, but only one Society has made a serious attempt to sell the publication to its members. Over half the members of that Society have expressed a wish to subscribe to LRN.

Sales of LRN to other Preservation societies have reached only about 2 - 3% of their membership.

Support from preservation societies in the form of contributions for publication have been most encouraging, but without sales LRN is not viable. In the current financial year LRN has made a loss of approximately \$1200. With the expectation of a further loss of \$1000 next year the LRRSA Council has reluctantly decided that it must withdraw support for a national preservation magazine, as losses of this magnitude threatened the Society's other activities.

Light Railway News will continue publication in the form of an eight page printed news letter, and will be available only to members of the LRRSA.

The Council recognizes the excellent work of the Editor, John Browning; and Assistant Editor, Ray Ellis in producing a publication of such a high standard, against tight deadlines which they have always met. We hope that LRRSA members will continue to support them by submitting contributions to LRN.

(Frank Stamford, President, LRRSA)

CONTRIBUTIONS TO LRN SHOULD BE SENT TO:

Mr J. Browning, P.O. Box 111, INDOOROPILLY Qld 4068

MEMBER'S ADVERTISEMENT:

FOR SALE: JENBACH MINING LOCOMOTIVE

B/n 2316 of 1958. 610mm gauge; 4 ton; 4wDM. Type JW20 (20hp). Two speeds forward and reverse; exhaust scrubber; flameproofed electrical equipment. Wheels badly worn. Loco has been dismantled for restoration. Engine head reconditioned. New axle spring sets. All parts on site. Buyer also receives complete spare parts catalogue and running/maintenance manuals, produced by Jenbacher Werke in 1973 (in English). Price ... \$350.

Write to Paul Simpson, P.O. Box 105, PANANIA 2213, N.S.W.

Correction

Michael Menzies advises that T251 has not had its main internal steam-pipe replaced or even touched. At its annual inspection recently, a tube was replaced. The main internal steam-pipe of M6 has been replaced, but in 1978.



## THE AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY

Incorporated in Queensland as a Non-Profit Company

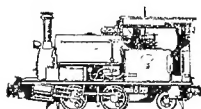
P.O. Box 270,  
NORTH QUAY, O'LD., 4000.

The summer heat has brought about a slowdown of work at Woodford, but progress has continued. Work has continued on the laying of storage tracks and, in addition, a 60lb point has been laid out and partially prepared for laying as the link from the main line to the storage area.

Permission has now been received to begin regular public running and this will take place on the first Sunday of the month and on Public Holidays. A special running day was to be held on March 2nd, and it was expected that guests from the Brisbane Tramway Museum Society, the A.R.H.S. Queensland Division, and the residents of the Caboolture War Veterans' Home would be present.

The Society has recently purchased two water tanks from the Moreton Central Mill, and it is hoped that they will be dismantled during the Easter period. One will be installed at Woodford. A recently-demolished railway bridge, being replaced in connection with the electrification programme in Brisbane, has been acquired, and has yielded bridge beams and timber decking suitable for use as sleepers.

During January, the regulator valve of the ex-Pleystowe Mill Bundaberg Foundry 5 of 1952 was removed for machining to correct a leak.



## GEELONG STEAM PRESERVATION SOCIETY

REGISTERED NON-PROFIT ORGANISATION, Licensed by the Attorney-General under Section 24 of the Companies Act (Victoria).

P.O. Box 166, Belmont,  
Victoria, 3216.

Regauging of the Bellarine Peninsula Railway was completed through to Drysdale in mid-November. The track gang which had been employed since August 1978 was laid off on 30th November 1979. Their last few weeks were spent completing the redogging and fettling of the track between Mannerim and Drysdale. Locomotive M6 worked a number of week-day ballast trains to keep the gang supplied with metal. Estimated time for construction work from Laker's Siding to Drysdale had been 42 weeks with no allowance for poor weather. The actual time taken was only 2 weeks longer.

On Sunday, 25th November, M6 operated a ballast train which members discharged near the Mannerim bridge. The empty wagons were then pushed through to Drysdale and M6 became the first Society locomotive to steam into Drysdale, just three years since the last train ran on 6.11.1976. The whistling of the locomotive as it approached the town drew quite a crowd to the station. The Shire of Bellarine had donated a 1,000 gallon steel tank which they loaded onto a flat wagon the previous Friday. The flat wagon and tank were hauled back to Queenscliff on the return journey to allow them to be prepared for use in weed spraying the track.

A major development was the granting by Vicrail of permission to operate between Queenscliff and Drysdale subject to the use of a flagman at level crossings. Attempts to amend existing Victorian legislation to enable the Society to operate the line have been continually delayed by public service lethargy. We now intend to draft separate new legislation to cover the long term operation of the line. The requirement to use a flagman at level crossings could have created a problem of both cost and an inability of Vicrail to supply one as frequently as we would require. Agreement was reached with Vicrail for Society crews to act as the flagman. This great continuing co-operation from Vicrail enabled arrangements to be quickly made for regular operations to commence.

A test run was operated from Queenscliff to Drysdale on Saturday, 8th December 1979, conveying members and friends. The trip was an enjoyable reward for the great deal of work put into the project during the past three years. The following day, a train load of invited guests enjoyed the first 'official' trip through to Drysdale and return. The train on both days was hauled by M6 and created considerable interest during the journey and whilst at Drysdale.

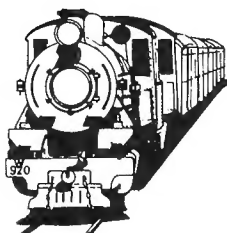
Quite an amount of work remains to be carried out at Drysdale. Trackwork in the station yard is to be completed, the platform facing reinstated and a station building provided. Railway facilities will then be complete, leaving the development of a museum complex on the surrounding land to be undertaken during the new few years.

Re-opening of the 11.5km (7 mile) section from Laker's Siding to Drysdale is planned for later this year. Meanwhile, regular train operations commenced on Saturday, 15th December 1979, on the 4.5km (3 mile) Queenscliff to Laker's Siding section. Trains operate every Saturday, Sunday and Public Holiday, commencing at 12 noon on Saturdays and 10 a.m. on Sundays and Public Holidays. The last train departs Queenscliff at 5 p.m. on each day.

During eleven running days in December, 4,235 passengers were carried. January 1980 saw 10,874 passengers travel on 16 running days, bringing a progressive total of 20,839 passenger journeys at 31st January 1980. Previous passengers travelled on trains run during the Centenary weekend in May 1979 and in September during the school holidays.

The Belmont Common Railway is yet to see its last locomotive in steam. "Klondyke" and "No.6" still reside there. (See p.5, LRN No.14, Feb.1980). "Klondyke" (Perry 271 of 1927) has undergone a lengthy restoration spread between a number of other restoration and maintenance jobs over several years. For quite some time it consisted of little more than a frame with cylinders and boiler attached gathering dust in the shed at Belmont. During the latter part of 1979 a small dedicated team devoted themselves to the task of completing the restoration of "Klondyke".

The result of their fine efforts was publicly aired when "Klondyke" was paraded through the streets of Geelong in steam as an exhibit in an annual street procession held every November. The loco looked immaculate, complete with polished brass dome and attracted special applause from the thousands of people lining the procession route. "Klondyke" returned to Belmont for some final finishing touches and safe undercover storage with "No.6" until similar space is available for them on the Bellarine Peninsula Railway.



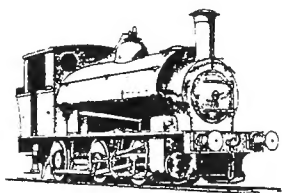
## HOTHAM VALLEY TOURIST RAILWAY W.A. INC.

P. O. BOX 46 GREENWOOD 6024

On Sunday 21/9 Hotham Valley Railway's loco W903 was officially named "MARRINUP" by the President of the Murray Shire Council, Sam Giles. Overhauled and repainted by H.V.R. volunteers, this locomotive was making its first visit to Dwellingup where the ceremony was performed. The occasion was notable for the presence of 3 locos in steam in that town for the first time since the tourist railway commenced operations. It was also the first time H.V.R. had operated 2 trains on one day. From Pinjarra W903 hauled sleeping cars AQZ420 and 424, also buffet/saloon AQL290, plus Westrail brake van Z221, as a VIP special, preceding the normal Sunday train from Perth which was handled by W920 ("Sir Ross McLarty") and W945 ("Banksiadale") beyond Pinjarra.

Marrinup is the name of the scenic brook running down the valley through which the bushland railway climbs from Pinjarra to Dwellingup. It was also the name of a sawmilling town situated on the brook from 1910 until 1930.

John Purcell 2/80



## Hunter Valley Steam Railway and Museum

P.O. BOX 125, BROADMEADOW, NSW. 2292

The decision has been made to commence the movement of equipment to the Dorrigo-Glenreagh line. After some items have been moved by road to Dorrigo, the reconstruction train will go to Glenreagh to enable work to be done to reopen the line so that equipment can be moved in by rail from Newcastle to Dorrigo. Further weatherproofing work will be done to the stock to prevent further deterioration before the line is restored to good order and public services can commence.

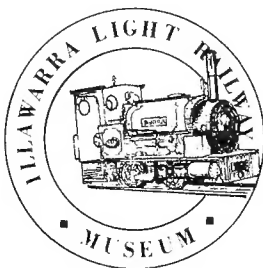
The first steps in this programme were made during January when 0-4-OST JUNO (Andrew Barclay 1739 of 1923) was steamed at the Newcastle storage site to marshall vehicles into position to form the construction train. In addition, 2-8-0 5069 (Beyer Peacock 4374 of 1902) was positioned for boiler exam and mechanical repairs. This loco will be the one used on the reconstruction train. It was expected that the first loco at Dorrigo will be 0-4-OST CORBY (Peckett 2047 of 1943), which was due to be transported so as to be able to take part in the Dorrigo show on January 25th and 26th. She was receiving a full repaint during January in preparation for the journey.

0-4-0 Crane tank 1068 is to be purchased for the museum, being the 30th locomotive acquired. It was built by R. & W. Hawthorn, Leslie & Co. Ltd. in 1923, builder's number 3564. It is currently stored at the Cardiff Locomotive Workshops in Newcastle.

On January 2nd, it was learned that a bogie tank wagon had been donated to the museum by Emoleum (Australia) Ltd. This is a most pleasing acquisition, as unlike most such vehicles it has not been modernised and retains plain bearings, rivetted tank and frame and even spoked wheels. Formerly owned by Mobil Oil, its number is MOA142.

Early loads of equipment to arrive at Dorrigo during December were three water columns from Taree loco depot and 69 tons (!) of firebricks.

Keith Jones 1/80



## ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY

*Donations over \$2 Tax Deductable.*

MUSEUM: Tongarra Road, Albion Park.  
(open 2nd Sunday, each month)

CORRESPONDENCE: P. O. Box 1036,  
Wollongong, 2500

Two recent major events at Albion Park were the Australia Day weekend visit on Sunday, 27th January, by delegates to the L.R.R.S.A. Annual Convention in Sydney, who were joined on their coach by a number of NSW Division members. The I.L.R.M.S. decided to make this day an additional public Open Day, in order to show the official guests the Museum in full operation, with the exception of the stationary boiler, the latter being due to a staff shortage. This day also saw the first steam hauled operations on the main line extension to "Yallah" station, completed only the previous day. This was also the first time for double headed working, using "Kiama" (Dav.0-4-0ST) and "Cairns" (H-C 0-6-0). On this occasion passengers were still loaded at the Tongarra Road terminus, trains only stopping at "Yallah" to reverse. As the Open Day had not been publicised as broadly as usual, it was gratifying that over 400 members of the visiting public were carried.

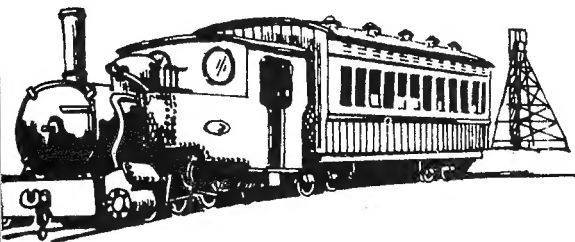
The second event of note was the Museum's second Charity Day held on Sunday, 10th February, when the guests and beneficiaries were the pupils of Tawara School, Shellharbour, who are handicapped. Courtesy of various manufacturers the Museum were able to provide light refreshments as well as free rides for the children and a cash donation of \$100.00, presented on behalf of the Museum by two Shellharbour Councillors. A party of members of the Sydney Tramway Museum at Loftus, arriving in one of their restored double-decker buses, helped to make the day's attendance an all time record, and of course were particularly intrigued by ILRMS Treasurer, Richard Youl's 2-ft gauge half-scale Birney tramcar. Traffic arrangements were altered so that visitors could either ride the tram or walk to "Yallah" to board trains, which operated the "wye" pattern begun the previous Open Day with the opening of the extended main line, but no longer loading at the entrance and now stopping short of the entrance road crossing to reverse.

The Museum's second passenger carriage was completed to underframe stage free by Allied Constructions using ex-Ruoak Timber bogies purchased some time ago by the ILRMS, and Society made swivelling equipment, and was delivered to the site in early January, where it was rapidly painted and received the shell of the former 1918 International bus body, purchased several years ago for this purpose. The short body will form the centre



saloon section for the intended "California car" tram-style body now being built on the new frame. In December, two additional wagons arrived from South Australia, a further covered "Explosives" van and an open wagon derived by removing the top half of a similar unit in times past. When restoration is completed these items will form a neat demonstration train of the type.

Tony Madden 2/80



## KALGOORLIE • BOULDER LOOPLINE PRESERVATION GROUP

P.O. BOX 24. BOULDER, W.A. 6432

Since commencing operations on 18.11.78, and running Sundays and Public Holidays, there have been over 8,000 passengers carried. The trip takes about one hour commencing at Boulder City, running to Golden Gate, from where the train runs back through Boulder City to Kamballie, before returning to Boulder City, a total of 6km.

The railway reserve is leased from Westrail for a trial period of 2 years, and up to now services have been handled by two Wickham four-wheeled rail cars. The motor car is Wickham 5135 of 1950 of Type 40, built by D.Wickham & Co. Ltd, Ware, U.K. It is powered by a Ford V8 Pilot motor and was purchased by W.A.G.R. on 6.7.1950. The trailer car is Wickham 3941 of 1946, Type 40. Originally powered with a Ford V8 Pilot motor, it was fitted with a Perkins 4-cylinder diesel by W.A.G.R. It was purchased by the Midland Railway of Western Australia on 1.11.46 passing into W.A.G.R. ownership in 1964. It is currently leased from Coolgardie Ghost Mining Town Tourist Bureau. It is hoped that the service using these vehicles may be operated on some weekdays soon.

Locomotive haulage is to be introduced in the future. With this in mind, a "Planet" 4wDM locomotive, recently donated by Kalgoorlie Mining Associates, is currently being regauged from 2ft gauge by Vickers-Keogh in Kalgoorlie free of charge. This loco was built in 1962 by F.C.Hibberd & Co. in England for Great Boulder Mines, where it was used on ore transfer duties. Later it was at Kalgoorlie Lake View as reserve for a Gemco-Funkey now at Marian Mill, Queensland. Builder's Number is not known at present. It is planned to convert three H wagons to excursion cars with a sun roof and back-to-back seating for loco haulage. In addition, track-recorder car AL88 has been leased from Westrail for use as covered accommodation.

Buffet car AYS460, leased from Westrail for use at Boulder was incorrectly named COLGOOLA in LRN14. Apparently the correct name was ALBANY. As the car BOULDER was preserved by the Great Southern Steam Association at Albany, an exchange of names seemed logical, so a joint renaming ceremony was held recently.

Bryan Smith 1/80, David Whiteford 2/80  
L.G.Watson 2/80



# ZIG ZAG RAILWAY

P. O. Box 196, HORNSBY, NSW 2077

The Zig Zag Railway is most fortunate in that its operations are not dictated to by Bush Fire Restrictions. As such, we operate on every weekend throughout the year, together with week day running during selected school holiday periods.

Since the Railway commenced operations during October 1975, the Society has carried in excess of 200,000 passengers. For the year following the inaugural trip, ex Queensland DD17 4-6-4 No.1046 provided the motive power until restoration work on sister engine 1047 was complete to allow this latter engine to take over. For a brief time, both engines were in service together, providing the unique spectacle of Double Heading DD17's. 1046 is currently completing a thorough overhaul thanks to the tireless devotion of several members. During February, engine 1047 received a complete repaint.

The Society is the proud owner of a Track Tamping Machine acquired from Western Australia, the use of which has enabled a very professional ballasting operation to have been undertaken, not only improving the look of our trackwork but providing better riding qualities for our patrons.

Restoration work on ex SAR Carriage No.390 is well advanced, all side panels having been replaced by aluminium sheathing and interior rebuilding well underway.

Although not Railway Activities, the Society, during June and July 1979, operated two "Aerial Adventures" to Central Australia using Qantas 747B Jumbo Jets, both of which were completely booked out. Success has inspired a desire for a similar trip to Cape York via the Whitsunday Passage during March or April 1980.

Plans are presently being formulated for the construction of a shed to provide cover for our locomotives and rolling stock to enable all year round restoration and protection from Lithgow's temperamental climate. An appeal has been started for funds to assist in the construction, and any enquiries or assistance should be directed to P.O. Box 187, Lithgow 2790.

Stephen Halgren 2/80

## NEW SOUTH WALES

COAL & ALLIED INDUSTRIES LTD, CHAIN VALLEY COLLIERY, DOYALSON

1067mm gauge

George Moss Pty Ltd of Perth recently delivered a 15 tonne "Gemco" flameproof battery loco to this mine. It is fitted with thyristor controls and is the first "Gemco" loco to be delivered to Coal & Allied.

"The Miner Newspaper" February 4-17, 1980  
via Anthony Weston

GOULBURN STEAM MUSEUM (see LRN 13 p.9)

610mm gauge

The F.C.Hibberd 4wDM B/n 2380 of 1941, and bogie passenger carriage have been on hire from the former Colo Vale group. The loco was purchased by the Goulburn Steam Museum on 11th February 1980 but the bogie carriage remains on hire for a further six months. The carriage is required for eventual use at Menangle later this year by the Sydney Light Railway Society (see LRN 11 p.5).

Paul Simpson 2/80

LACHLAN VINTAGE VILLAGE, FORBES (see LRN 13 p.10) 610 and 1435mm gauge

An advertisement in the Sydney Morning Herald of 12th January 1980 called for tenders to operate this "\$1.5 million tourist complex", and lists "operational steam locomotives" amongst its various attractions (presumably referring to the 2ft gauge system). Tenders closed on January 31st, and it will be interesting to see whether any individual or organisation can make a success of this ill-fated project.

"Sydney Morning Herald" 12/1/80  
via Paul Simpson

LILYVALE MUSHROOMS, HELENSBURGH

610mm gauge

On January 28th, the NSW Division of the L.R.R.S.A. paid a visit to the mushroom tramway located at Helensburgh, located 46km south of Sydney. Mushrooms are grown in the old Helensburgh No.2 tunnel which was abandoned by the N.S.W.G.R. in 1914 when the South Coast Railway was deviated to easier gradients.

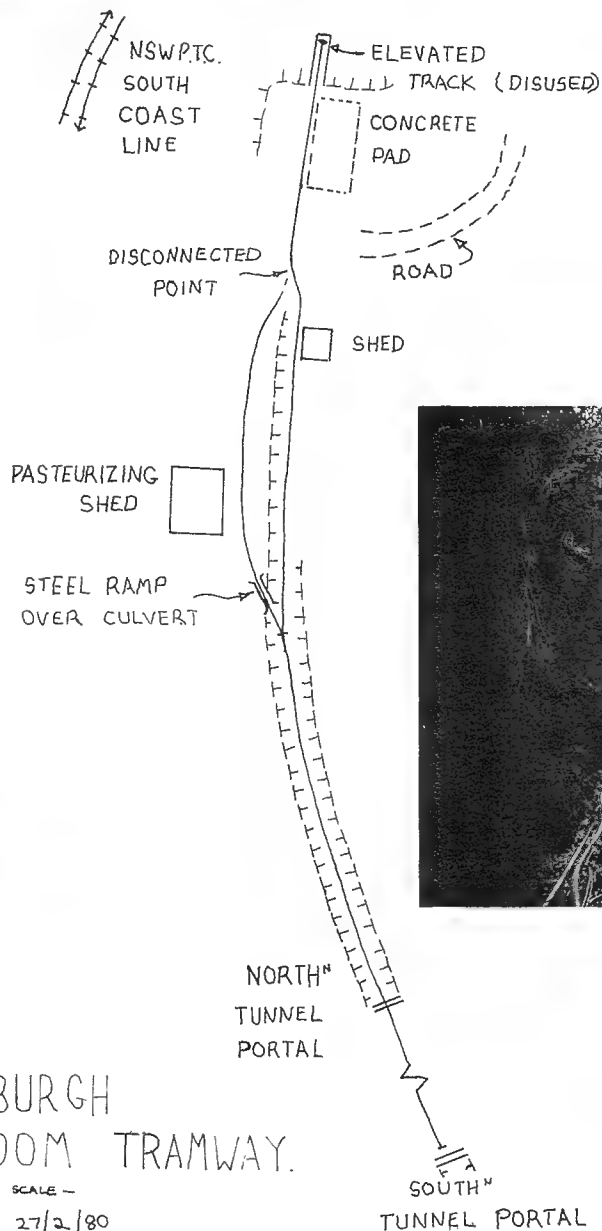
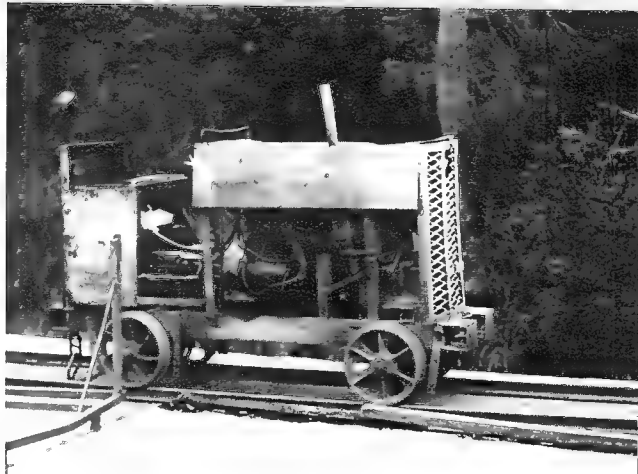
The tramway is used to transport bags of pasteurized straw and peat, in which the mushrooms grow, and boxes of picked mushrooms. Most of the tramway is laid on the old railway formation, the total length being about ½km, the majority of which is in the tunnel. The trackwork consists basically of portable mine track, that is short lengths of rail welded to 3 plate steel sleepers and this is set in concrete.

Facilities at the terminus are as shown in the diagram. The line serving the pasteurizing shed is laid above the old cutting and is reached by short sharp gradients at each end.

Motive power consists of two home made four wheel chain drive locos. One is a petrol loco, the other is powered by a Toyota diesel engine. Rolling stock consists of five four wheeled extended wheelbase trolleys which carry the trays used in moving the bags of straw and peat and the boxes of mushrooms. Additionally there are three long wheelbase flat wagons and one derelict skip.

A shorter tramway exists at Lilyvale No.6 tunnel 4km to the south, and a loco can be transferred by road to this tramway when required. A third tramway at Helensburgh No.3 tunnel is not currently in use.

David Allen 2/80

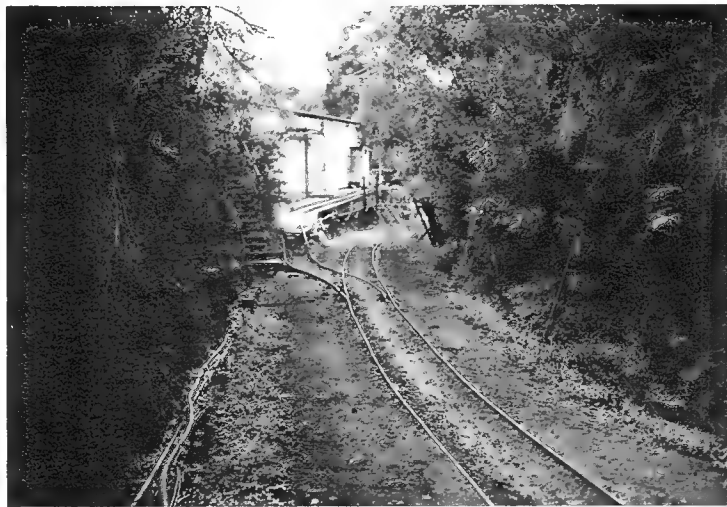


Top left: Diesel loco at Lilyvale Mushroom Farm, Helensburgh NSW.

Top right: Petrol loco at the same location.

Below: Looking along the Lilyvale Mushroom Farm tramway, from the north portal of the Helensburgh No.2 tunnel.

All photos: D. J. Mewes



HELENSBURGH  
MUSHROOM TRAMWAY.

—NOT TO SCALE—

D.A. 27/2/80

SOUTH  
TUNNEL PORTAL

SIMSMETAL, MASCOT (see LRN 13 p.15)

1435mm gauge

A site inspection here on December 12th revealed only two locos, the Yorkshire Engineering 0-6-ODE (2617 of 1957), and 83, Ruston & Hornsby 0-4-ODM (313393 of 1952 Type 165DS). Both locos were in the Simsmetal livery of Orange roof, White body and Blue base, a colour scheme they have had for many years. Mr Barry Clarke of Simsmetal confirms that 82, Ruston & Hornsby 0-4-ODM 310085 of 1952 was cannibalised for parts for 83, and subsequently its remains were cut up in November 1979, together with the Tulloch 0-4-ODM of 1958, thus leaving only two locos to work the sidings.

Paul Simpson 2/80, David Allen 2/80

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QUEENSLANDAUSTRALIAN RAILWAY HISTORICAL SOCIETY QUEENSLAND DIVISION, BEENLEIGH

(GPO Box 682, Brisbane 4001) (see LRN 14 p.14)

1067mm gauge

The first steam locomotive for the museum project has been acquired. It is D17 855, a 4-6-4T built for suburban service at Ipswich Workshops in 1938 (C/n.155). It is currently displayed in a park at Murgon by the local Chamber of Commerce, but it is expected to be returning soon to a location rather closer to its former haunts. Meanwhile, work has been going on at Beenleigh. The Gardner motor of RM55 has been started and restoration is proceeding on its timberwork. Much restoration has been done also on the petrol locomotive TINY.

Editor 2/80

THE HAUGHTON SUGAR COMPANY LTD, INVICTA MILL, GIRU

(see LRN 10 p.9)

610mm gauge

By mid-November, work was well advanced in the construction of the Steepy Banks-Dalbeg extension of the tramline, being built by the Upper Burdekin Co-operative Association Ltd. The existing line 40km in length was built from the mill in 1964-5 to a high standard and includes a 120 metre 13-span concrete bridge over the Haughton River. The new line represents the first major positive reaction to the fuel crisis; the farmers around Millaroo and Dalbeg have found the cost of road transport to the railhead at Steepy Banks to be such that they have agreed to a levy for the construction of the \$4 million line.

From the existing railhead the line follows the Burdekin River for a few kilometres before entering an area of fairly rugged country. Here the magnitude of the construction task becomes readily apparent as very impressive earthworks have been necessary to protect the line from the big floods which regularly occur. Earthworks were still under construction at the time of the visit, but a 200 metre pre-stressed concrete bridge over a large creek was nearing completion. In other sections, tracklaying was virtually complete except for final ballasting.

Bob McKillop 1/80

MARIAN MILL CO-OPERATIVE SOCIETY LTD, MARIAN MILL  
(see LRN 13 p.19)

610mm gauge

Further details are to hand about the Gemco-Funkey 4wDM loco obtained by the mill second-hand last year. It was indeed one of number of 2ft gauge diesels which worked at the Lake View and Star Mine, Kalgoorlie. Built in 1965, the loco has a Gardner 112 bhp engine coupled to epicyclic gearbox and chain transmission. Following closure of the mining operations on the Golden Mile in 1975, the Gemco-Funkey and a "Planet" were stored at Finniston until disposed of in 1979. The Planet has gone to the Kalgoorlie-Boulder Loopline Preservation Group (which see for further details).

Brian Smith 1/80, L.G.Watson 2/80

THE MILLAQUIN SUGAR CO. PTY LTD, QUNABA MILL  
(see LRN 13 p.20)

610mm gauge

Official confirmation has been received that Qunaba will be dieselised in 1980. It is proposed to reorganise the loco fleets of the other mills in the Bundaberg Sugar group (Millaquin, Bingera, Fairymead), to make one loco available for Qunaba. In addition, a four wheel chain drive mining diesel is to be obtained from the Giru area, which will be refurbished for cane haulage work. (Could this be a loco used by the contractor on construction of the Steepy Banks - Dalbeg tramline? Ed.) The three Bundaberg Fowler locos will be retained on standby for Millaquin and Qunaba, and have been receiving attention in the shed. The remaining steam locos have been removed by crane to a short length of isolated track. Although Perry 0-6-2T FLASH (6140.40.1 of 1940) had received a new boiler at the start of 1978, serious problems of leakage around the firebox door have meant that the loco had to be withdrawn along with the other Perrys.

An ABC News team visited the mill during October and spent a day filming operations, also paying a visit to Millaquin Mill. Their efforts have gone into a "Weekend Magazine" segment 9 minutes in length, which was completed by early February, but which had not yet gone to air in Queensland at least at the time of going to print.

Alan Robert 2/80, Editor

SUNCOAST PIONEER MUSEUM, MUDJIMBA BEACH

610mm &amp; 1067mm gauge

A John Fowler 0-4-2T, until recently in open storage nearby, has been placed unrestored on display at this museum, where it presents rather a sorry sight. It is PETRIE, Fowler 19930 of 1933, which was originally delivered to Babinda Mill, but was sold to Moreton Mill, Nambour in 1960. Formerly acquired for Cox's Museum, Maroochydore, about 10 years ago, this relatively modern locomotive has deteriorated markedly. Also on display at the museum, under cover, is a 3ft 6ins gauge Rail Ambulance which is in quite fair condition. Previously on display at the Ebbw Vale Glideway service station at Ipswich, this vehicle worked at Charleville until the 1950s, dating back to about 1920.

Editor

WESTERN AUSTRALIABRISBANE & WUNDERLICH LTD, BELMONT (see LR 59 p.21)

610mm gauge

The old tramway incline leading from the clay drying pits to the discharge bins at this pipe works was removed during November/December, coinciding with the completion of an overhead conveyor belt over the new main road, Daly Street. The conveyor is the successor to a winch-hauled tramway which ceased operations in 1975. Temporary transport arrangements for the clay since 1975 was in the form of a front end loader. The conveyor was constructed because of a reorganisation of main roads in the area of Belmont. Some of the old tramway rolling stock (standard triangular side tip hoppers) still lies in the company's yard.

David Whiteford 12/79

CARNARVON ROTARY CLUB

1067mm gauge

Following the damage to the Busselton Jetty suffered as a result of Cyclone Alby in 1978, the Busselton Apex Club's "Jetty Lady" train (see LRN 3 p.11) could not be used. It has now been purchased by Carnarvon Rotary Club at a price of \$2,000. The train consists of a rail wheeled mini moke and two coaches, and will presumably be used on Carnarvon Jetty. Track at the head of Carnarvon Jetty is intact (although exact condition is unknown), and the bridges from Babbage Island to the mainland are intact, although minus rails.

"The West Australian" (Country Edition) 13.2.80

David Whiteford 2/80, L.G.Watson 2/80

HAINAULT TOURIST MINE, KALGOORLIE

610mm gauge

On display here is "Planet" 0-4-ODM F.C.Hibberd 2011 of 1937. Formerly used at the Lake View and Star Mine, Kalgoorlie, it was placed on display at the Hainault mine in the early 1970s.

L.G.Watson 2/80

KUNUNURRA

1067mm gauge

Observed in a park opposite the post office during 1979 was the 0-6-0 petrol locomotive formerly NW3, once known as KAISER, which worked at Wyndham Jetty (see LR 59). Observed at Wyndham derelict in 1966, the loco had gone, presumably to its present location, by 1974. Of uncertain German manufacture (Deutz? Ed.), it was marketed as a "New Century" locomotive by Ironside, Son & Dyckerhoff, and dates back to 1912.

Peter Bindon (Asst.Curator of Archaeology, W.A.Museum) 2/80,  
Editor

SHIRE OF MEEKEATHARRA

610mm gauge

Standing on a short length of track outside Meekatharra Power Station is a diminutive 0-4-OT locomotive. It is believed to have worked at the Peak Hill Gold Mine and was noted derelict there in 1965.

Although the cylinder and motion are missing from the right hand side, the loco appears to be in a fair condition, as one would expect in such a dry climate as is experienced in Meekatharra. The locomotive is believed to be Haine St Pierre 461 of 1894, but no further details are to hand at present.

Peter Bindon (Asst. Curator of Archaeology, W.A. Museum) 2/80  
Editor

PILBARA HISTORICAL SOCIETY, SEVEN MILE CAMP, DAMPIER 1067mm and 1435mm  
gauges

The most interesting and varied collection of exhibits may be seen here. There is one 3ft 6in gauge loco, PW22, a Motor Rail 4wDM "Simplex" (14033 of 1957) ex Port Sampson Jetty, which is exhibited with the toast rack passenger vehicle from the same location. In addition, there are three standard gauge locomotives. Pride of place must go to PENDENNIS CASTLE, the ex-Great Western Railway 4-6-0 obtained from England a few years ago. It was built at Swindon Works in 1924. There is also a General Motors Bo-Bo F7 diesel electric ex Mount Newman 5450, and previously ex Western Pacific Railroad, while the final loco is an Alco Bo-Bo S2 diesel electric switcher, formerly Hamersley Iron 007 MABEL and previously ex Spokane, Portland and Seattle Railroad.

L.G. Watson 2/80

MINIATURE RAILWAYS

COLEMAN & SON PTY LTD, HYDE PARK, SYDNEY

457mm gauge

Interstate visitors to the L.R.R.S.A. Conference at the end of January were surprised to observe an 18" gauge line operating in the middle of Sydney. This was here as a temporary attraction in connection with the Festival of Sydney. However, the line was quite lengthy, comprising several hundred yards of trackage, including two interconnecting loops and a sizeable shed in which were stabled ten cars and three locomotives. Semaphore and colour-light signals were an operational part of the system. Locomotives on show were a shrunk-down 38 class Pacific, powered by a motor mounted in the tender but powering the driving wheels, a freelance "4-4-0", which apparently is a rebuild of an earlier 2ft gauge loco, and an 0-4-0T, of narrow gauge rather than main line proportions. All the locos had been built by the owners, and in addition, there are another two 38s available for use. All the locos are powered by petrol motors. The equipment is used widely in the Sydney area at shows and other events, and has been an attraction at the Sydney show for the last thirteen years.

Editor 1/80



Invicta Sugar Mill, Giru  
Qld: 200 metre 13 span  
pre-stressed concrete  
bridge on the new 610  
mm gauge tramway to  
Dalbeg.

Photo: Bob McKillop



Invicta Mill, Giru:  
Concrete sleepers laid  
out between Clare and  
Millaroo.

Photo: Bob McKillop



'Petrie', John Fowler  
0-4-2T (B/No.19930 of  
1933) on display at  
the Suncoast Pioneer  
Museum, Mudjimba  
Beach, December 1979.

Photo: D.J. Mewes

